

## INTRODUCTION

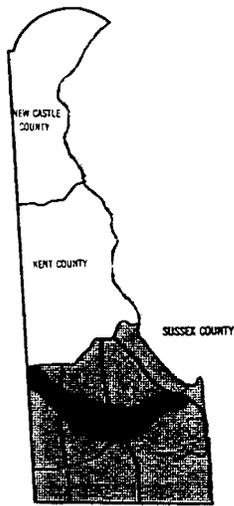
This report presents the results of a Location Level Historic Resources Survey of the proposed Sussex East-West Corridor, Delaware Routes 404/18 and 9, in Sussex County, Delaware (Figure 1). The Sussex East-West Corridor Study involves the planning of approximately thirty miles of transportation improvements that would provide for existing and future traffic demands to Delaware Route 404 in Sussex County. The county is largely served by a network of rural state roads with limited capacity. The exceptions are three principal routes, all of which serve north-south travel. Historically, east-west service has been much less important than north-south movements of traffic. This, however, is changing as the Delaware and Maryland coastal resort areas continue to develop. The principal east-west corridor in southern Delaware is State Route 404. During the summer months most of the principal roadways operate at capacity for many hours a week, impeding local circulation and posing safety concerns. Where key routes pass through communities like Bridgeville and Georgetown the streets become severely congested with traffic. These problems will become more serious in the future as Sussex County continues its steadily rapid growth.

Early in the transportation alternatives study, general corridors for transportation improvements were identified. The locations of corridors were chosen to minimize impacts on areas sensitive to the effects of highway development. The corridors were wide bands within which more specific roadway alignments were later developed. These original corridors consisted of five bypasses of Bridgeville, five bypasses of Georgetown, Route 404 from the Maryland State line to Delaware Route 1, two additional connecting corridors between Bridgeville and Georgetown (Road 40 and Road 565/Road 527 corridor), and a number of connections with Routes 1 and 5. After reviewing the corridors, the least desirable segments were eliminated from further consideration (McCormick, Taylor and Associates 1991). Three alternate routes were then assembled: **Road 40, Road 527, and Route 404**. Later, the **Wishbone Alternative** was introduced (Figure 2). The Location Level Historic Resources Survey documented all extant historic properties within a one thousand foot wide corridor along each of the three proposed alternate routes and the Wishbone Alternative.

The Location Level Historic Resources Survey was conducted between October 1990 and June 1991 by Cultural Heritage Research Services, Inc. (CHRS) of North Wales, Pennsylvania. Kenneth J. Basalik acted as Principal Investigator and was responsible for administrative and overall project direction. Alan D. Tabachnick served as Project Manager. Mr. Tabachnick performed the historical research, and directed the historic resources data collection effort. He was assisted by Amy B. Keller. Graphics were prepared by Randolph Kupplless of the CHRS staff. Editorial work and report assembly was performed by Gale Treible. The work was executed under contract number 88-112-01 to the Delaware Department of Transportation (DelDOT).

The purpose of the project was to provide planning information for the Sussex East-West Corridor in compliance with Section 106 of the National Historic Preservation Act; Section 101(b) 4 of the National Environmental Policy Act; Section 1(3) and 2(b) of Executive Order 11593; 36CFR771, as amended; the guidelines developed by the Advisory Council on Historic Preservation (1980); and the amended Procedures of Historic and Cultural Properties as set forth in 36CFR800; in consultation with the State Historic Preservation Office in the Bureau of Archaeology and Historic Preservation (BAHP). Funding for the project was provided by the Delaware Department of Transportation and the Federal Highway Administration (FHWA).

KEY MAP



# STUDY REGION LOCATION

0 5 10 Miles

SOURCE - DELDOT, 1988

STUDY REGION



AREA ENLARGED BELOW

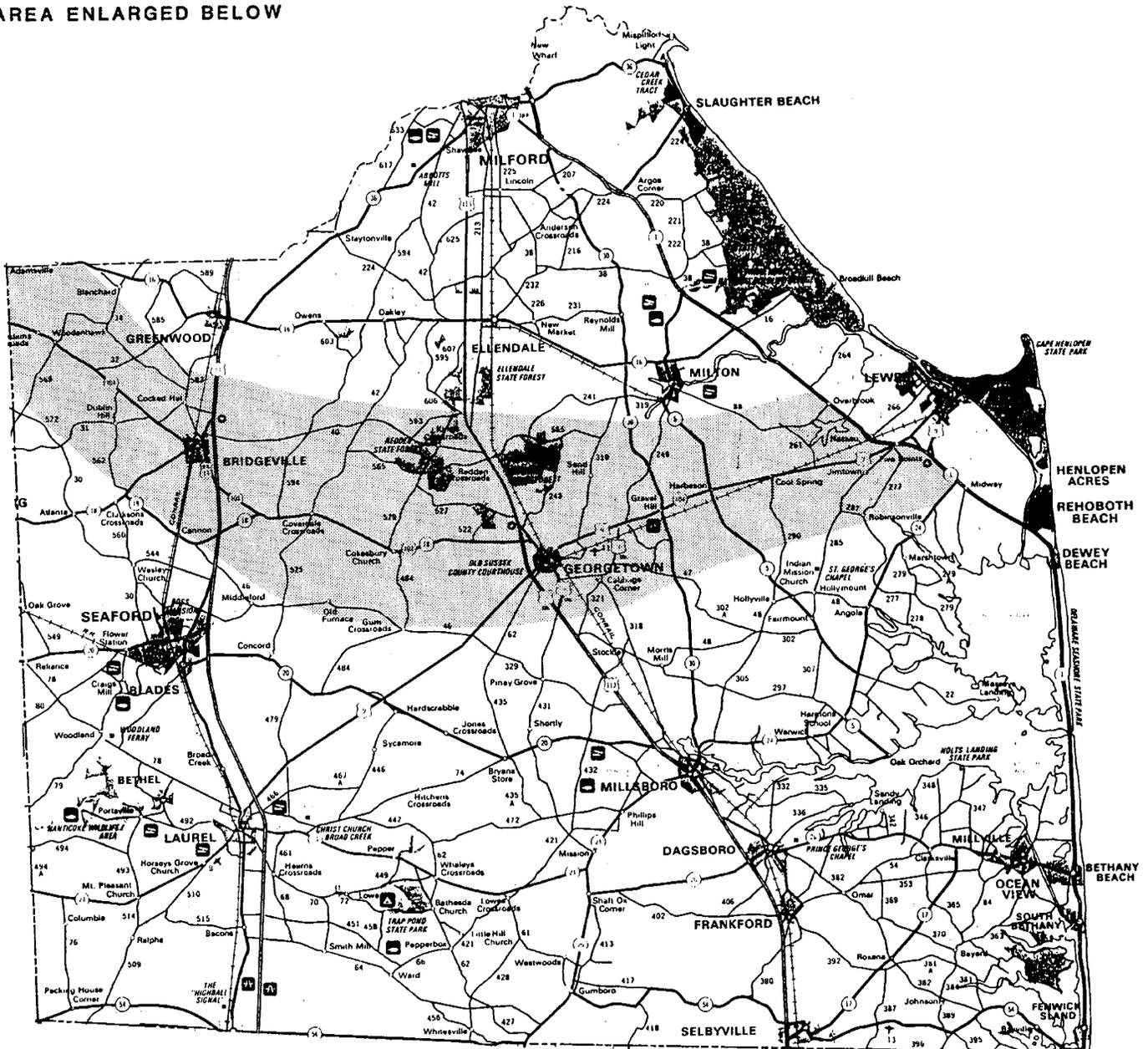
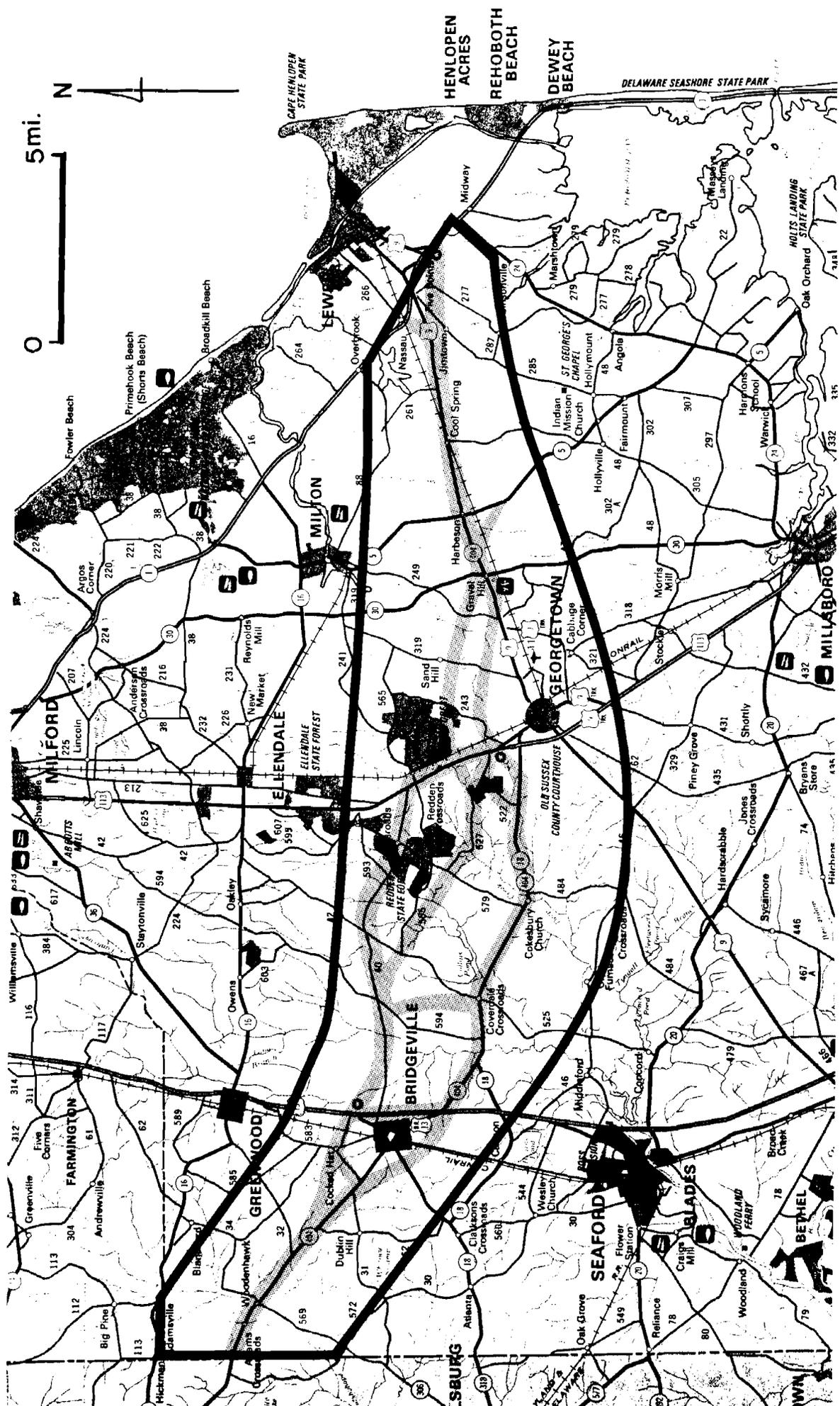


FIGURE 1



SOURCE - DELDOT, 1988

STUDY REGION BOUNDARY

STUDY CORRIDORS

LOCATION OF STUDY CORRIDORS

FIGURE 2

The Location Level Survey was carried out in accordance with "Guidelines for Architectural and Archaeological Surveys in Delaware," prepared in draft form by the Delaware Bureau of Archaeology and Historic Preservation (BAHP) in August of 1990. A Location Level Survey, as defined by the BAHP, states that:

This level of survey is the first step in an intensive survey. It includes a detailed, systematic field inspection, in which all cultural resources in a project area or in a valid sample of the project area are located...In architectural surveys this includes basic descriptions and photographs of every building or structure built prior to 1945 in the project area. Based on the eligibility criteria developed in the research design, it may be possible to determine [properties] with little potential for significance or poor integrity not eligible as a result of this level of survey. Generally, sites that are potentially eligible will not be fully determined eligible at this stage. This must meet the Secretary of the Interior's Standards for Identification...(BAHP 1990:4)

The goal of the Sussex East-West Corridor project was to locate all of the extant historic properties within the selected alignments and to document the resources to a level sufficient to evaluate their potential significance according to Criterion C of the National Register of Historic Places. In some cases, when preliminary background research information revealed other levels of significance, the eligibility of historic properties was assessed based upon National Register Criterion A: association with an important event or pattern of events (U.S. Department of the Interior 1986:13). Properties requiring additional work in order to assess their significance were noted. Properties appearing to meet Criterion A were designated as eligible, but require additional historical research to confirm the relationships between the properties and their historical contexts.

All properties appearing to meet the pre-1945 age criterion specified by the BAHP were surveyed, and their potential eligibility assessed. Properties of outstanding significance that may have been constructed after 1945 were also considered, but no such resources were identified during the course of this study. Properties that had lost integrity due to substantial alterations or extremely poor condition were proposed as not eligible for listing on the National Register of Historic Places. Properties requiring additional work in order to assess their significance were noted. All of the surveyed properties were evaluated within the contexts discussed in the *Delaware Historic Context Master Reference and Summary*, and the historic preservation priorities stated in the *Delaware Comprehensive Historic Preservation Plan*.

The Location Level Historic Resources Survey report for the Sussex East-West Corridor is divided into several sections. The first section provides the physical and historical context for the study. This section includes a description of the environmental setting of the project area and reviews the regional history of the lower Delmarva Peninsula, Sussex County, and the towns within the project corridor. The second section discusses the methodology utilized during the project. This includes research questions proposed, research design, expected results, and survey constraints. The third section presents the results of the Location Level Architectural Survey, including descriptions of all surveyed properties, assessments of their potential significance, and discussions of properties that could not be assessed and require additional work. The fourth section provides a summary of the completed work, including interpretations and conclusions developed in relation to the research design. This section also presents recommendations for additional work, including possible changes to the historic contexts and planning goals and priorities in relation to the information gathered on Sussex County during this project.

## Project Constraints

There were a number of constraints on the project from its inception. As the study was a Location Level Survey, only a limited amount of research was carried out. In most cases this was enough to provide a sufficient context within which the properties could be evaluated, but in other cases more detailed work is needed to confirm and evaluate the historical contexts of a historic property or district. Another constraint associated with the level of survey effort includes the criteria for evaluation. Individual properties were preliminarily evaluated for eligibility for listing on the National Register of Historic Places under Criterion C: architectural significance. Since the amount of research allotted to this level of survey was limited, each resource could only be assessed according to its external architectural appearance. In some limited cases, preliminary background information suggested that resources could be eligible under other criteria. These properties were then judged as eligible, but require additional background research to confirm this finding. Properties, for the most part, were not evaluated for their potential significance according to National Register Criterion A, Criterion B, or Criterion D.

Properties that had lost their integrity due to deterioration or substantial alterations were not considered to be eligible according to the National Register. It is known to the researchers that each of these properties may have potential significance under other National Register Criteria, but, for the most part, these avenues were not pursued in this study.

An additional project constraint, also primarily due to the limitations inherent in a Location Level Study, was the lack of interior examinations of the surveyed historic properties. Detailed interior studies would have aided in understanding the evolution of the properties. These studies would have also assisted in evaluating the properties according to National Register Criteria.

## **BACKGROUND RESEARCH**

### Introduction

A large portion of the Environmental Overview and the Historical Overview is taken from excellent documents recently completed and submitted to the Bureau for Archaeology and Historic Preservation (BAHP) for review. The report prepared by LeeDecker (et. al. 1989) possesses a well crafted physiographic discussion of the general area, along with a review of the area's topography. The report prepared by Catts, Custer and Hoseth (1991) contains an accurate and detailed history of the project corridor, as well as a history of the development of the state of Delaware. Finally, a report prepared by Tidlow et. al. in 1990 possesses a good discussion of the history and development of the easternmost section of the study corridor. These materials will form the basis, along with other supplementary data, for the Environmental and Historical Overview sections.

A variety of repositories were accessed and individuals consulted for information and materials pertinent to this project. The *Delaware Comprehensive Historic Preservation Plan* (Ames et. al. 1989), and the accompanying *Historic Context Master Reference and Summary* (Herman et. al. 1989) were both utilized in order to develop a context within which the historic properties could be assessed. These documents provided a useful overview of the social, economic, and political history of Delaware. They also furnished contextual materials for the study of the Lower Peninsula/Cypress Swamp geographic zone, within which the project corridor is located. These two comprehensive documents provided the foundation for the additional primary and secondary research carried out during the course of this Location Level Study. Additional research was carried out in order to develop a more specific regional and local